

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL HATFIELD.
THE ADMIRALTY have given
Official permission for raising a
detachment of 1,000 men, which will be
strictly limited to public school or
University men and who will serve
together as a unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General
Post Office in the United Kingdom.

CAILLE
5 SPEED PONTON
MOTORS
Magneto and Battery
Ignition Combined.
The very latest in Portable
Motors.
ALFRED ROSS & Co.,
Machinery Office,
4, Des Voeux Road Central.

No. 17,994. 號四十九百九千七萬一第 日八初月二十年卯乙 HONGKONG, WEDNESDAY, JANUARY 12TH, 1916. 三拜禮 號二十月正年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Jan. 13th.—Europe (via Siberia), per s.s.
NOVARA.

TO DEPART.

Jan. 12th.—Haiphong, Saigon, Straits,
Burmah, Ceylon, Adelaide,
Western Australia, India,
Aden, Egypt, and Europe, at 4
p.m., per s.s. ARIZONA.

Jan. 13th.—Straits, Colombo, Durban, Cape
Town, Madeira and United
Kingdom, at 11 a.m., per s.s.
MITSUBISHI MARU.

Jan. 13th.—Europe via Siberia, at 3 p.m.,
per s.s. SINGAPORE.

Jan. 14th.—Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per s.s. NOVARA.

Jan. 15th.—Europe via Siberia, at 5 p.m.,
per s.s. LONDON.

Jan. 15th.—Shanghai, North China, Japan
via Moji, United States, South
America via Seattle, Canada
and United Kingdom via Vi-
toria, at 11 a.m., per s.s.
SANO MARU.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [119]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.		
1.00 a.m. to 8.00 a.m.	Every 15 minutes.	
8.00 " to 10.00 " "	" " " "	10 "
10.00 " to 11.00 " "	" " " "	15 "
11.30 " to 12.45 p.m.	" " " "	15 "
12.45 p.m. to 1.15 " "	" " " "	10 "
1.15 " to 1.45 " "	" " " "	15 "
1.45 " to 2.15 " "	" " " "	10 "
2.15 " to 3.00 " "	" " " "	15 "
3.00 " to 8.10 " "	" " " "	10 "

GERMANS IN CHINA.

BENEVOLENT POLICY OF THE
BRITISH AUTHORITIES.

The *Novae Freyja* returns to the subject of the German concessions in China. It prints a synopsis of a project for the occupation of the German concessions in China and the expulsion of German residents as framed by the Belgian Consul at Shanghai, Mr. Siffert, and the Allied Consuls at Tientsin. It states that for unexplained reasons this has hitherto remained pigeon-holed in the Foreign Office. Commenting on this fact, it draws an analogy between the situation in Persia and in China, and mournfully reflects that, in spite of the moral and material advantages of the Allies with common frontier troops, Navy, and trade, they have hitherto failed to compel China to observe its promised neutrality. "Either we or the Germans must prevail, and therefore our task is clear. If the Chinese Government is unable to defend its neutrality and destroy the German robber-dem, we must do this ourselves."

In the course of an article on this matter published in the *Morning Post* Mr. J. O. P. Bland writes:—

Making all due allowance for the censor's fear of the unknown, there is something almost ominous in the silence which has been preserved by the Press of Great Britain and by Parliament since the war began in regard to the Far East generally. This silence is the more remarkable because our interests have suffered more severely perhaps in China than in any other part of the world from those insidious and subtle influences, emanating from Manchester and Lombard-street, which have frequently paralysed the energies of our Navy and stifled our diplomacy in divers spheres of action. Yet it must be apparent to anyone conversant with the actual position of affairs, political and commercial, in China, that unless public opinion in this country finds expression to curb and counteract these pernicious influences, the prevailing policy of "wait and see" must lead to results similar to those which it has produced in the Balkans, in Greece, and in Persia. At Peking and elsewhere throughout China the activities of German consular agents and of the Deutsch-Asiatische Bank (apparently possessed of unlimited funds) have been persistently directed towards prejudicing the cause of the Allies in the eyes of the Chinese. British prestige has undoubtedly suffered in consequence, and also by reason of the extraordinarily complacent attitude of our own authorities in dealing with German interests. While taking every advantage of this leniency the Germans have not failed to instil into the Chinese mind the idea that it is prompted not by magnanimity, but by fear. Small wonder if the Chinese now misinterpret the situation and misjudge the prospects of the Allies, when, on the one hand, they see British arms, encouraged by British officials, working for the preservation of German interests, and, on the other, German agents freely organising their propaganda of falsehood at the Treaty ports, using them even as bases for stirring up unrest and sedition in India. The Chinese know that the British Government is fully informed of these matters, but, in the face of its benevolent policy of *laissez-faire*, how can they avoid doubts as to the sincerity of our avowed determination to bring Germany to her knees? To convince them of that determination and of our ability to carry it through, to prevent them from being misled into the orbit of German influence it is imperatively necessary that Great Britain and her Allies should direct all available means to the suppression of German trade and German influence in the Far East.

As an immediate step towards that end, the seizure of the German concessions at Tientsin, Hankow, and Newchwang, advocated by the *Novae Freyja*, would appear to be indicated. Does anyone suppose that if Germany held the command of the seas any British concession in China would remain to-day inviolate? We have the answer to this question in the recent proceedings of German agents in Persia. Nor need we suppose that the seizure of these German concessions by one or more of the Allies should create serious difficulties, now or hereafter. Their ultimate fate can be left for determination, together with many other questions pending in the Far East, at the day of final reckoning. In the meanwhile the moral effect of their seizure must be immediate and widespread. These German concessions (entirely different in status from the international settlements at Shanghai and elsewhere) are to all intents and purposes German colonies, so that China's neutrality would not be prejudiced. All that is required is that the German flag be hauled down, the German police and other authorities expelled, and the area of the concessions, with their inhabitants, placed under martial law by proclamation of the Power effecting the seizure.

Something must certainly be done, and that quickly, if the position of the Allies in the Far East is to be preserved from the pains and penalties which have followed elsewhere upon our persistence in the attitude of "wait and see." At whatever cost in Manchester votes at whatever risk to the future party funds, the time has come to substitute a policy of just reprisals for that of giving furtive reassurances to the foe. The covert, and often sordid, sympathies for German trade, which have too long obtained in high places, must yield in China, as elsewhere, to the urgency of national necessities. There must be an end, also, of the malign influences and activities of Anglo-German finance, even before the war its evil Eastern record had been sufficiently expised in the history of

SHIPPING NOTES.

TORPEDOING OF GLEN LINER.

The *Glenyle*, which has been torpedoed in the Mediterranean by an enemy submarine, carried three passengers from Shanghai, viz., Mr. and Mrs. N. O. Watson, and Mr. A. H. Mancell, of the Hongkong and Shanghai Bank, son of Mr. A. H. Mancell, of 16 Nanking Road. A telegram has been received in Shanghai by Mr. Mancell stating that his son is safe, but so far no news has been received of Mr. and Mrs. Watson. The steamer left Shanghai for Genoa and London on the 25th November, and carried a very full cargo—the biggest cargo, it is said, ever taken from Shanghai. Built at Newcastle-on-Tyne, the *Glenyle* was quite a new vessel, this being only her second trip to the Far East. Her tonnage was 10,500 gross and 8,900 net register, and her speed was about 13 knots.

THE SINKING OF THE "YASAKA MARU."

The *Westminster Gazette* says that the safety of the passengers on the *Yasaka Maru* was solely due to the skill and training of her Japanese officers and crew, and that it was in no way due to the German submarine having allowed ample time for her passengers and crew to escape.

Lieut. Colonel Saito, attached to the Japanese embassy in Washington, has stated to a member of the staff of the United Press Association that the sinking of the *Yasaka Maru* was the realization of a part of Germany's submarine policy. Germany continues to encourage Japan to take part in the sinking of ships. Lieut. Colonel Saito concluded his statement by saying that Japan will certainly take proper steps to deal with the disaster that has occurred.

AMERICAN CHINESE STEAMSHIP LINE.

The following further particulars are given in the Daily Commerce Reports issued by the U.S. Government concerning the new American-Chinese Steamship Line:—

Mr. Philip Manson, of New York, recently returned from China, where he concluded arrangements for the organization of the Pacific and Eastern Steamship Company (Inc.), which will operate steamship services under the American flag between China, the Philippines, and the Pacific and Atlantic coasts of the United States. The company is a joint American and Chinese enterprise, and has just been incorporated under the laws of the State of New York. It will commence business with a capital of \$2,000,000. Half of the capital has been subscribed by Americans and half by Chinese. The directorate consists of seven members, four Americans, and three Chinese. The American interests are represented by F. Merriam's Sons of Cumberland, Md., and Washington, D.C. The Chinese interests are represented by Chinese capitalists in Shanghai and Canton. The president of the company is Mr. John Mitchell, jun., of the firm of F. Merriam's Sons, Mr. Mitchell is also president of the Washington and Southern Bank, of Washington, D.C. Mr. Philip Manson is managing director. The company will buy or charter steamers so that sailings may be as soon as possible, and will build new steamers to be delivered as quickly as possible. The principal office of the company in the United States is in New York; the principal office in China is in Shanghai.

the Baghdad railway and of the Yangtze Valley. To-day it stands clearly revealed as a treacherous weapon, ever ready to the hand of the naturalised but hostile alien and the little Briton of Teutonic proclivities.

QUESTIONS IN THE HOUSE OF COMMONS.

In the House of Commons on December 7th, Mr. Gresham Stewart asked the Secretary for Foreign Affairs whether he had official information to the effect that Englishwomen had been rudely treated by Germans on the British concession of Shanghai, and that the German community celebrated the sinking of the *Lusitania* by an entertainment; and whether he could see his way either to intern the Germans or turn them out of the concession.

Sir Edward Grey said the answer to the first part of the question was in the negative. As regarded the third part, he had nothing to add to what had been previously stated.

Mr. Stewart asked the Secretary for Foreign Affairs whether His Majesty's Government, in view of the recent arrest of the British Consul at Shiraz by Germans and their emissaries, could see their way, as a reprisal, to occupy the German concessions in Chinese Treaty Ports, and put the German Consuls and officials under arrest to prevent them conspiring in China against the interests of the British Empire and their Allies as they had done and were now doing in Persia.

Sir Edward Grey: The dangers to which my hon. friend refers have not been lost sight of, but I do not think it would be desirable to say anything further on the subject at the present moment.

Mr. Stewart: Is the right hon. gentleman taking full notice of the intrigues of the Germans even in our own concession of Shanghai and their shipments of arms and seditious literature to India?

Sir E. Grey: The intrigues of the Germans, not only in particular concessions but in China generally, are the subject of anxious consideration on the part of His Majesty's Government.

Mr. Stewart: Having assisted in turning the Germans out of their much greater possession of Tientsin, could not we proceed to attack them in smaller places?

Sir E. Grey: The question is not quite so simply disposed of as the hon. member thinks. I have said that the danger to which he refers is the subject of anxious consideration.

COOLIE VESSELS BETWEEN
SINGAPORE AND HONGKONG.NEED FOR GREATER
SUPERVISION URGED.

The following letter, signed "One Interested," appeared in a recent issue of *The Straits Times*:—

"I cannot understand why the Pilgrims' Ship Ordinance is not applicable to all vessels of the coolie lines of steamers that ply between this port, Hongkong, Amoy and Swatow. From what I see and observe, they are just as essential in every way. I have been to several parts of the world, viz., to Naini with emigrants, to Salina Cruz, Manzanillo, Matizán, Guaymas, Victoria (B.C.), Vancouver and Seattle, with coolies and everything for their comfort in the way of hospital, both for male and female, dispensary, sanitary arrangements, and attendance. And every medical officer who proceeds with ships to those parts must be a fully qualified medical officer and be registered in the United Kingdom. On some vessels that run from this port to the China ports it is neither one thing nor the other. The medical officer has no help whatever. Here, for instance, the place allotted for a hospital is filled up with stuffs, or occupied by the comprador's staff after the Consul has made his inspection and taken his departure, and this is from the last part of call, Swatow. As for the dispensary, the doctor's room is a medicine shop, the cabin having barely room for himself. Many a time have I had to turn out the comprador's staff from the hospital when required, and the stuff with them. The following should be impressed on the owner or agent of every vessel:—

- 1.—The medical officer appointed to a vessel requiring one should be seen by the chief sanitary and medical officer and give his approval that the medical officer is a fully qualified man and registered in the United Kingdom.
- 2.—That there is a proper hospital with eight beds.
- 3.—A female hospital with three beds.
- 4.—A proper dispensary, and the medical officer's cabin not to be made a drug store.
- 5.—A temporary isolation ward made of canvas and wood work.
- 6.—No vegetables, fowls, ducks or geese to be carried on the upper decks, or kept near the holds where the passengers stay, as these are detrimental to health. These are mostly brought down for mercenary purposes.
- 7.—A dresser, two male attendants and one female to help the medical officer; without these the medical officer cannot give the chief sanitary medical officer much satisfaction.

THE MAN WHO RETURNED.

TERRIBLE CHARGE BY THE ANZAC TROOPS.

TURKISH PRISONER'S STORY.

Captain C. E. W. Bean, the official Press representative with the Imperial Forces in the Dardanelles, gives further details, gathered from a wounded Turk, of the charge of the Third Light Horse Brigade on August 7th. Extracts from the articles are given below:—

When the Third Light Horse Brigade charged out from the trenches on the Nek in the grey dawn—charged out and never came back—I said in writing the account of it that practically nothing more could ever be known of the details unless some day the information came from the Turks in the trenches against which the Light Horse went. The best part of the regiment went forward in three lines, and each line as it rushed that fatal thirty yards was mown down as grass is mown by a scythe. Only one man, so far as I know, came back alive, crawling painfully after dark that night with a wounded leg, who could speak of the other side of that deadly space.

At last there is something more to tell. Some time ago we captured a Turkish soldier, and in interrogation it appeared that he had been in the front Turkish trench on the Nek on the morning when the Light Horse charged it. As the matter is of intense interest to us, may perhaps be repeated. He was a Turkish schoolmaster. The Turks on August 5th were delighted by the news of the fall of Warsaw. During the afternoon a big white notice appeared over their trenches bearing the words—the spelling is theirs—"Warsaw as Fallin." What effect they expected this to have on the average Australian I do not know. The only effect I heard when the men in our trenches were told of it was the remark, "Well, let's see if we can't make his belly notice fall, too," which the speaker straightway proceeded to do. The idea among the Turks was that Germany would now compel us to make peace, and that Turkey would benefit by the terms.

NO TURKISH LOSSES.

After describing the preliminary bombardment the article proceeds:—Then day began to break, and with it there broke out a fierce bombardment of the trenches above and around the Nek. The fire was tremendous, but it did no damage to the front trenches where they were actually waiting for the attack—some of the trenches on the Turkish right caught fire heavily, but they were protected in some sort by a gully. The trenches directly in front of the Nek were untouched, and the Turks in them and the schoolmaster amongst them stood ready to meet the attack which was almost certain.

The bombardment broke off. There was a pause, says the schoolmaster, a short interval before the attack began. Then the "English"—the Turks always call us the English—leapt over their parapet and charged down on the Turkish simply. As soon as they appeared every rifle in the place opened upon them direct across the neck, and the machine gun, with its cross fire from the right of the Turks, swept

FAR EASTERN COCONUT OIL
TRADE.

THE EFFECTS OF THE WAR.

The trade in coconut oil in Hongkong and Far Eastern ports generally, states the American Consul-General at Hongkong, has come to be somewhat demoralised, not only as an indirect result of the war but by reason of changes in industrial processes in Far Eastern factories. Incidental to the situation it appears that an attempt on the part of Japanese interests to dominate the coconut oil market in Japan, and to some extent in other Eastern markets, by obtaining control of the South Sea Islands, whence German manufacturers obtained a large share of their oil previous to the war, has ended, for the time being at least, in more or less disaster.

The chief sources of copra in this part of the world have been the East Indies, particularly Ceylon, Java, and Singapore, the Philippines, and the South Sea Islands, such as the islands in the Marshall group. Before the outbreak of the war in Europe the demand for copra was particularly strong in France and Germany, other nations taking considerable of the product but in lesser volume. Most of the copra from the East Indies and the Philippines went to France, while that in the South Seas went to Germany through the organisation of the trade of that part of the world possessed by German interests. Considerable quantities went to the United States and to Japan, though it has been more profitable to ship coconut oil rather than copra to the former country. In Japan the industry of pressing oil from copra imported from various points was inaugurated and assumed considerable proportions. The oil made was usually of comparatively poor grades made from the cheapest grades of copra, and was mostly used for soapmaking.

QUALITIES OF THE OIL.

When the South Sea Islands were captured by Japan during the earlier portions of the war their copra was sent to Japan almost exclusively. In the meanwhile the market for oil in Europe was shut off to a considerable extent, and for a time the course of the local copra and oil markets in this part of the world was very uncertain. The high price of good oil at one time led to a number of changes in the trade and these have become permanent. Oil in the Malay States and the East Indies has been produced as such a rate and by such methods that it can undersell Japanese oil. A low grade "solid oil" imported largely from the Philippines and the East Indies through Hongkong has supplanted the higher grade oil in Japanese, and in Hongkong, Shanghai, and other Far Eastern soap factories.

Singapore and Manila oils are sold, even in Japan, under a special customs arrangement for admitting raw materials under bond, in competition with Japanese-made oil, and naturally control in the Hongkong and other lower Asiatic markets. Clarified and refined fish oil is coming to be used more generally in industrial concerns in the Far East as a substitute for the coconut product. Altogether the coconut oil situation has changed from what it was a year ago. For all that, prices still realised afford ample profit for the modern and properly equipped oil-pressing establishments.

The Hongkong market for coconut oil continues good, though prices have a lower range than anticipated at the beginning of the year. Exports of copra to both Europe and the United States by way of Hongkong have been far below normal.

Philippine copra, heretofore of comparatively low grade because of the manner in which it was cured, is likely soon to be of the highest grade, and to produce the best oil. Philippine copra producers have been agitating for modern "copra centrals," for drying copra, similar to the large sugar centrals erected by the Government, for sugar producers. A Government commission appointed to study processes for drying the nuts is testing various drying machines, including machines used by German interests in the South Sea Islands, whence some of the best copra has been received. When a standard dryer has been selected central plants will be established in various parts of the Philippines. It is estimated that by reason of the inferior Philippine product native producers are losing one to two million dollars gold a year. The Philippine Government has been endeavouring for several years to improve methods of curing, but with comparatively little success.

them sheer off the face of the heath. Probably there were many more machine guns than that—to those who looked on it sounded more like a score. But this is what the Turk said. They came on very well, and three of them managed to reach our trench and fell dead over the parapet into the bottom of it."

The Turks were two deep in their trenches, he said, just as our survivor saw them. The front row sitting on a shelf just behind the parapet, the rear rank the front trench, because they raised their standing often breast high above the parapet in order to get the better shooting. We know that a few of our men for a few minutes did get into one corner of the front trench because they raised the flag which they took with them—it waved for a few moments and then someone pulled it down. The schoolmaster did not know of that. But he did tell us what our own men who manned our own trenches behind the attack had suspected, that during the attack the Turks lost not a single man.

So much for the Turks. And as for the two Light Horse Brigades—after three months in the trenches, with many of them sick and some of them weak, with every officer and man at his appointed place, the instant the word was given they leapt from their trench and rushed on death—the first line may not have known that it was death—the third line must have known it. And they died.

INTIMATIONS

LANE,
CRAWFORD & Co.

FOR HIGH-CLASS CIGARS AT MODERATE PRICES.

DUTCH CIGARS.

"BRAMA" in Boxes 25 at \$2.50 per box.
These Cigars are made entirely of the finest Havana Tobaccos and are a most exquisite smoke.

"EL PLANTADOR" in Boxes 25 at \$1.75 per box.
The very best of Mexican Cigars.

"MAZEPPA" in Boxes 50 at \$2.75 per box.
We beg to draw the special attention of Smokers to this Cigar.

"HERMANAS" in Boxes 50 at \$2.75 per box.
A very good and inexpensive Cigar.

"LA CASA" in Boxes 100 at \$4.00 per box.
Excelling in rich flavour and faultless burning.

"GLORIAS" in Boxes 50 at \$3.00 per box.
Silky leaf, delicious aroma, mild flavour.

"LA GRANDIOZA" in Boxes 25 at \$2.50 per box.
Are distinguished by a superb delicacy, the result of blending the finest Tobacco leaf.

"KING EDWARD VII." in Boxes 25 at \$4 per box.
We specially recommend these Cigars, which are noted for their purity and fragrance.

"PETIT DUC" in Boxes 100 at \$7.00 per box.
These Cigars are made from a Special Blend of Havana Tobacco and are very delicate in flavour and aroma.

ALSO
LA MINERVA MANILA CIGARS
IN ALL SHAPES
GOLOFINA. PERFECTOS AND BOUQUETS.

ONE TRIAL makes you a customer.

ROSITA.

MILD COOL FRAGRANT SUMATRA TOBACCO.

SOLE IMPORTER: WILLEM HEYBLOM, POWELL'S BUILDINGS.
Hongkong, 5th January, 1916.

ASAHI BEER

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th Jan., 1915.

A STUBBORN FOE.

To conquer an obstinate enemy requires persistency and perseverance. It is the same with Rheumatism, the dread foe of mankind, which ranks foremost in stubbornness. To eradicate it from the system, you must use the right weapon. LITTLE'S ORIENTAL BALM is the only remedy that can overpower it. It has cured helpless, crippled sufferers who have been discharged from the hospital as incurable.
Mr. W. Williams, Tottenham, Bristol, writes:—"For 3 years I have been rendered unfit for work by Rheumatism. At night terrible shooting pains kept me in agony. I could not sleep or use my arms. Two bottles of that wonderful remedy LITTLE'S ORIENTAL BALM cured me completely. I can recommend it with utmost confidence."
Sold at 1s. 4d. per bottle.
Agents for Hongkong:—
Messrs. A. S. WATSON & Co. Ltd.

SOLE AGENTS: MITSU BUSSAN KAISHA HONGKONG.



CO. TOKIO JAPAN

NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.
OF DENMARK.
HONGKONG STATION.

I HAVE To-day handed over Charge of this Station to Mr. A. B. SORESENSEN.
W. F. SCHROEDER,
Superintendent.
Hongkong, 10th January, 1916. [167]

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.
OF DENMARK.
HONGKONG STATION.

I HAVE To-day taken over Charge of this Station.
A. B. SORESENSEN,
Acting Superintendent.
Hongkong, 10th January, 1916. [168]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

ALL SHAREHOLDERS who have taken up and paid for the New Shares offered to them can obtain the Certificates therefor on application at the Company's Office in Hongkong on and after the 15th instant.
By Order,
R. M. DYER,
Chief Manager.
Hongkong, 12th January, 1916. [169]

WANTED.

EUROPEAN BRAKESMAN for the PEAK TRAMWAY COMPANY, LIMITED.
Apply to the—
SUPERINTENDENT.
Hongkong, 11th January, 1916. [165]

NOTICE.

I HAVE This Day established myself under the Style and Firm name of JOHN WILKIE & Co., Importers, Exporters and Commission Agents, and will carry on Business at Hotel Mansions, 1st Floor, and at Missions' Building, Canton.
JOHN WILKIE.
Hongkong, 1st January, 1916. [168]

NOTICE.

WE HAVE This Day authorized Mr. P. W. A. WILKIE to Sign our Firm per Procuration.
JOHN WILKIE & Co.
Hongkong, 1st January, 1916. [169]

NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by COLBOURNE LITTLE in Hongkong and by P. R. J. ADAMS and MARSHALL WOOD, under the style of THOMAS, ADAMS & WOOD, in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.
The new firm's name will be LITTLE, ADAMS & WOOD, and the Business of the firm will be carried on at their Offices in Hongkong and Canton as heretofore.
COLBOURNE LITTLE, F.R.I.B.A.,
F. R. J. ADAMS, A.M.I.E.,
MARSHALL WOOD, A.R.I.B.A.
Hongkong, 1st January, 1916. [128]

NOTICE TO MARINERS.

ON and after the 1st March, 1916, the present Light at Cape Collinson will be replaced by a 5th Order Aga Light of the following:
Character—Flashing—one second light followed by seconds darkness making in all 10 flashes per minute.
This light should be sent Eastward from S.W. to S.E. and red to Westward. Vessels are warned to keep in bright sector.
C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 8th January, 1916. [160]

KOWLOON-CANTON RAILWAY.
NOTICE.

IMPORTANT ALTERATION OF EXPRESS TRAIN.

THE PUBLIC IS HEREBY NOTIFIED that on and from SUNDAY, January 9th, and until further Notice the Express Train timed to leave Kowloon for Canton at 4.00 P.M. is cancelled, and in its place an Express Train will leave Kowloon at 2.50 P.M., arriving Canton at 6.20 P.M.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 8th January, 1916. [161]

ROYAL HONGKONG GOLF CLUB.

PROVIDED that sufficient entries are forthcoming the British Section of the Kowloon-Canton Railway have kindly offered to present a CUP for a Ladies' Singles match play Competition under Handicap to be played over the FANLING Course on days other than SATURDAYS, SUNDAYS and PUBLIC HOLIDAYS.
Entries should be sent in WRITING to the Undersigned and will be received up to the 16th inst.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 5th January, 1916. [147]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS desirous of making inquiries in respect of the DEBENTURE ISSUE should apply to the Company's Office in Hongkong.
All applications for Debentures must be sent in before the 29th February, 1916.
Forms may be had on application.
R. M. DYER,
Chief Manager.
Hongkong, 31st December, 1915. [113]

INTIMATIONS

NOTICE.

THE 6 INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorized for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorized for the payment of interest:
 - a. All Magistrates Yarnens.
 - b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
 - c. The reliable agents of the above-mentioned two banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.
The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorized organs above mentioned.
Peking, 24th December, 1915. [142]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 58001 to 58100 inclusive fully paid-up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED. Notice is hereby given that unless the said certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vaux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th January, 1916. [166]

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of Mr. ARTHUR ROBERT DONNELLY or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 9518—50 Shares numbered 23457/234628 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.
For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 14th December, 1915. [109]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 3rd January, 1916. [14]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1893, of Fifty Shares Nos. 9311-9330 in this Company, standing in the name of Mr. WEL A. KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 13th November, 1915.
C. PEMBERTON,
Secretary. [107]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [37]

TO LET.

From 1st March.
GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASTI,
Care of E. PARSONS,
No. 1, Duddell Street.
Hongkong, 2nd February, 1916. [63]

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 6, Robinson Road. Newly decorated and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court.
Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [113]

TO LET.

OFFICES in Queen's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th December, 1915. [106]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 12th November, 1915. [97]

TO LET.

THE KENNELS, 168, Magazine Gap. Thoroughly renovated and repaired.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARBSTON,
Hongkong, 18th October, 1915. [80]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
Apply—
LINSTED & DAVIS.
Hongkong, 18th October, 1915. [88]

TO LET.

OFFICES in St. George's Buildings, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN TOMES & Co.
Hongkong, 3rd December, 1915. [33]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in Kler's Buildings.
OFFICES in Des Vaux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bushelers at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 29th December, 1915. [59]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
"MODREENAGH EAST," Fully Furnished, for Furnish and Marob. Cheap rental.
"ELLANDONAN," No. 6, Des Vaux Road, No. 54, THE PEAK, Fully Furnished, including Piano, from 1st April to 31st October.
No. 7, STEWART TERRACE, PEAK, from 1st March, 1916.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st March, 1916.
No. 2, ZETLAND STREET.
No. 25, SHELLEY STREET.
No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.
No. 68, PEEL STREET, on Cause Road level.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"LEWKNOR," No. 126, THE PEAK.
"HARTING," Austin Road, Kowloon.
ONE OFFICE or SHOP in Duddell Street, Ground Floor.
No. 3, "THE ALBANY," Rooms, in Duddell Street.
"ROSENATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE.
No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8, Barrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 1, DES Vaux VILLAS, 61, PEAK (Unfurnished).
No. 59, TEN PEAK (CAMERON VILLAS).
Apply to—
LINSTED & DAVIS,
2nd Floor, Alexandra Buildings,
Hongkong, 12th January, 1916. [3]

INTIMATION

WATSON'S
SULFOCREME

HAS THE WONDERFUL

PROPERTY OF GIVING TO THE

SKIN INCOMPARABLE SOFTNESS,

PREVENTING REDNESS AND

IRRITATION, AND OF TAKING

AWAY WRINKLES AND FRECKLES.

IT IS ADMIRABLY SUITED TO

THE USE OF GENTLEMEN AFTER

SHAVING, AS IT PREVENTS THE

ROUGHNESS AND SORENESS OF THE

SKIN WHICH MAKES SHAVING A

TRIAL TO MANY MEN.

IN BOTTLES 60 CENTS

AND \$1.00 EACH.

Prepared only by

A. S. WATSON
& CO., LTD.

HONGKONG DISPENSARY.

*13

Hongkong Office: 104, DES Vaux ROAD, C.
London Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 12TH JANUARY, 1916

END OF THE DARDANELLES CAMPAIGN.

THE only successful operation in connection with the Dardanelles campaign has been the withdrawal of the troops from Gallipoli. This has been carried out with the greatest skill and good fortune, and it is gratifying to know that the services of those who were charged with the difficult and delicate task are to receive special marks of recognition. At first it was reported that the intention was to evacuate only Suvla Bay, leaving a force at Sattel Bahar in order to command the approach to the Straits, but it appears now that the whole Peninsula has been abandoned. The enemy were completely outwitted, with the result that, at the cost of only one casualty, everything was removed except seventeen old guns, and they were destroyed. It is impossible not to lament the failure of the campaign, which has been such a severe test of the courage and endurance of the men engaged in it. To the British it has meant the sacrifice of twenty-five thousand brave lives, and three or four times that number of less serious casualties. But in war, as in commerce, the wisest policy is often to cut a loss. For some time past—in fact, since the invasion of Serbia by Bulgaria and the Central European Powers—there has been a growing conviction that the energy expended in the task of trying to clear a way for the Navy through the Dardanelles in the face of a numerous, well armed, and strongly entrenched foe could be employed more profitably elsewhere. When Viscount Milner boldly advocated the abandonment of the enterprise it seemed almost heretical, but there were not wanting other men of weight and authority to endorse his view. Sir EDWARD CARSON, it will be remembered, resigned his seat in the Cabinet because, although the Dardanelles operations "hung round our neck like a millstone," his colleagues were unable to make up their minds whether to proceed

PIRATICAL ATTACK ON A HONGKONG LAUNCH.

TWO INDIAN GUARDS KILLED.

We learn from an authoritative source that the launch *Sui Fung* was pirated on Sunday night, two Indian guards being killed. The matter was reported to the police by the crew of another launch which runs to Antan. They state that the *Sui Fung*, which left Hongkong on the 9th inst., was attacked when off Ping Hoi, in Chinese waters. The launch was carrying the usual cargo of dried fish, etc., and the passengers and crew numbered over 70, along with the two Indian guards. The *Sui Fung* was due to reach Hongkong on the return journey on Monday night, but she did not put in an appearance.

REBELLIOUS BANDS IN KWANGTUNG.

Rebellious bands are still roving about in the East River district. We are informed by the Commissioner of Chinese Customs (Mr. E. Gordon Lowder) that there have been further raids on Customs stations. The station at Lung Tsun-bu, about three miles from the Shun Chun River, which was in charge of a Briton named Harrison, was raided and looted, but the report that the Shatau Station, some seven miles distant, was similarly treated is incorrect. The raiders took everything of value but did not injure anyone.

It is persistently rumoured that Chan Kwong-ming, who succeeded Wu Hon-man as Governor-General of Canton, is concerned in the present unrest, and we are officially informed that the leader of the rebels who attacked the Yintia Customs station last week carried a proclamation stating that he held a commission as Captain of the 10th Regiment from Chan Kwong-ming.

BRITISH STEAMER ASHORE OFF FORMOSA.

The Hongkong and Whampoa Dock Company's tug *David Gelles* leaves this morning for Formosa to carry out salvage operations in connection with the British steamer *Australian Transport* which went ashore off Formosa last week.

POSSESSION OF BOMB CASES.

The hearing was continued at the Magistracy yesterday of the case in which a Chinese named Ko Shui was charged with being in unlawful possession of 15 bomb cases at Hill Road. The man was arrested with the cases in his possession when in the act of entering a house. The story for the defence was that the defendant's firm received an order for the manufacture of these cases, and that it was not known for what purpose they were intended. A book was produced showing an entry in regard to the order. Mr. P. W. Goldring said it seemed to him that the people who desired these bomb cases went to the various small blacksmiths' shop in the Colony and gave orders for their manufacture. Inspector O'Sullivan, who prosecuted, asked defendant if he had been in the Chinese Army, and this was denied. His worship reserved his decision.

THE AGE LIMIT FOR GAMES.

It is difficult to answer a correspondent's question, says "Camisla" in the *Sunday Times*, as to at what age it is wise for a man to give up active sport. All depends upon the physical fitness of the man and the nature of the sport. Army experts tell us a man is as old as his arteries, and, by implication, as young, and yet this hardening of the blood process begins to make itself felt at various ages in different men. Mr. Albert Brasse (M.P. of the Heythrop Hunt) proved himself as good a man with the bounds at seventy as many of his confederates did at half the age. Mr. Henry Chaplin, M.P., is still as keen and as clever a shot at over seventy as ever he was. Another expert has told us that the secret of continued physical power, apart from the ordinary laws of health, is never to stop. That is to say, if an elderly man gives up sport for a time he is that much the older when he starts again. Or, take games. Dr. W. G. Grace excelled at cricket long after he was fifty. Mr. Guy Nickalls helped England to win the premier trophy at the Olympic Regatta when he had ostensibly joined the veterans' ranks and Lord Hawke captained the Yorkshire XI, at a stage when most men's stomachs considerably interfere with their knees. It seems impossible to set an age limit for men in games. The Jam of Nawangar insists that a batsman ought to go on improving until at least thirty-five.

HONGKONG AND SHANGHAI BANK DIVIDEND.

We are officially informed that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting the payment of a final dividend for the year ending 31st December, 1915, of \$2.3/- per share, less income-tax; and a bonus of 5/- per share; also that \$5 lacs be written off Bank Premises Account, and that about \$30 lacs be carried out ward.

HONGKONG TRAMWAY CO.

The receipts for the week ending January 8th were \$10,554. In the corresponding week last year the receipts were \$9,873, showing an increase of \$681.

THE WAR.

BIG GERMAN OFFENSIVE.

DESPERATE ATTACKS MEET WITH
COMPLETE FAILURE.

WEAKENING ENEMY IN RUSSIA.

IMPORTANT OPERATIONS IN
MESOPOTAMIA.

THE GALLIPOLI EVACUATION.

"AN IMPERISHABLE PLACE IN NATIONAL HISTORY."

PREMIER AND SIR IAN HAMILTON'S
DESPATCH.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY TRENCHES WRECKED.
BIG GERMAN ATTACKS MEET
WITH COMPLETE FAILURE.

PARIS, January 11th.
12.55 a.m.

A communiqué states:—Artillery activity has been general on the entire front. There was a violent bombardment on the heights of the Meuse, where enemy trenches were wrecked. There have been stubborn and continued engagements in Champagne, which have enabled the French to occupy nearly all the lost ground. The German operations, both as regards the numbers and means employed, were far-reaching in character, and were intended to produce important results, but ended in complete failure. An entire Brigade was hurled against a single point on a large front.

VIOLENT GERMAN ATTACKS.
CHECKED WITH HEAVY LOSSES.

PARIS, January 11th.
6.10 p.m.

A communiqué states:—The Germans developed, in Champagne, an attack under cover of a violent bombardment, poison gas and shells. They attempted four concentric actions day and night on a front of eight kilometres, in the region of Butte de Meunil. Everywhere our fire decimated the enemy and checked his offensive. The enemy only gained a momentary footing at two points in our first line, but a vigorous counter-attack drove him out and he now occupies only two small parts of our advanced trenches.

GENERAL ARTILLERY ACTIVITY.

LONDON, January 11th.

General Sir Douglas Haig reports artillery activity to-day near Fauquissart, Bois, Grenier, St. Eloi and about Ypres. Hostile aircraft dropped bombs near Strazelle, Hazebrouck and St. Omer. A woman and child were killed.

ANGLO-FRENCH CONFERENCE.

PARIS, January 11th.

The monthly Anglo-French conference between the military and aviation authorities is developing into an Allied conference. A Russian aviation mission has already arrived.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

CALM ON THE FRONT.
AN ENFEEBLED ENEMY.

PETROGRAD, January 11th.

A communiqué states:—There is a calm in the West front. At Galicia and eastward of Czernowitz the enemy, suffering from the heavy losses inflicted by our rapid and violent blow, and disorganised by their desperate and barren attempts to recapture lost positions, are completely inactive beyond feeble and unsuccessful attempts to hinder by artillery and hand grenades. Our troops are consolidating their gains.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIOLENT FIGHTING.
MONTENEGRINS INFLICT AND
SUFFER HEAVY LOSSES.

PARIS, January 11th.

A Montenegrin communiqué states that there has been extremely violent fighting at Lepenatz. The positions captured were lost several times, and finally we remained masters of the ground. Our losses were appreciable, but the enemy's were considerable. After desperate fighting the enemy occupied Turjak and we withdrew to positions on the left of Lesniza. Violent Austrian attacks in the direction of Ipekugovo were everywhere repulsed.

There has been a furious bombardment at Lovcen. All the forts and mobile batteries at Bocohe di Cattaro as well as the cruisers participating.

There has been continued desperate fighting on the Ipek front, where although the enemy was repeatedly repulsed with enormous loss, the Montenegrins were obliged to evacuate Berano. The Austrian offensive failed at Rogorvo and Molkavatz, but after re-taking Tourjak the Montenegrins were forced to retire to the left bank of the river Lim. The Austrians made a furious attack for several days on Mount Leichen, covered by warships and the fort at Cattaro. They succeeded, with the aid of gas, in occupying Kuk and Rastatz. Fighting is proceeding.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

ARRESTED CONSULS.
A NEW DEVELOPMENT.

TOULON, January 11th.

There has been a new development in connection with the enemy Consuls arrested at Salonika. They have been transferred from a British ship to the auxiliary cruiser *Savoie*, where they have been interned.

GREEK GOVERNMENT PROTESTS.

ATHENS, January 11th.

The Government have protested against the arrests at Mitylene, which have elicited a fresh protest from the Central Powers.

FRIENDLY ALBANIANS.

LONDON, January 11th.

In the House of Commons, Lord Robert Cecil said that the Albanian territory under Essad Pasha had been friendly to the Serbians, and Essad Pasha had rendered them valuable assistance.

SERBIANS DEFEAT BULGARIANS.

ROME, January 11th.

It is announced that the Serbians defeated the Bulgarians at El Bassan, entrenched themselves and captured positions.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE GALLIPOLI EVACUATION.
GRATITUDE OF KING AND
COUNTRY.

LONDON, January 11th.

In the House of Commons, Mr. Asquith announced that he deprecated any discussion at present of Sir Ian Hamilton's report, and he would not assent to an enquiry into the Dardanelles operations.

He added that the retirement from Gallipoli deserved, and would receive the gratitude of the King and country, and would take an imperishable place in our national history. The King would be advised that General Monro, Admiral de Robeck, Rear-Admiral Wemyss, General Birdwood, General Davies, and other officers should receive special recognition.

He expressed extreme gratification at the retirement from Cape Helles without the loss of a single life. Ten out of eleven guns were abandoned, but they were worn out fifteen ponders which were rendered unfit for further service. All the stores and reserve ammunition which could not be removed were burned. These operations, combined with those at Suvla Bay, were without parallel in military or naval history, and were an achievement of which the commanders and officers and men of both services may well be proud.

A FRENCH ACCOUNT.

PARIS, January 11th.

A communiqué states:—With reference to the Gallipoli evacuation, all the French material has been removed except six naval guns, which were destroyed. These are included in the seventeen mentioned in the British communiqué. The Turks only started firing at four on the morning of the 9th, when the embarkation was completed.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITISH "BRUTALITY."
THE LIE DIRECT TO GERMAN
STATEMENTS.

LONDON, January 11th.

The two Americans who were aboard the *Nicosian* at the time of the *Baralong* affair give the lie direct to the statements that the British shot the Germans either in the water or aboard the *Nicosian*. They are Corporal Carson and Driver Dempsey both of whom joined the British Army out of a spirit of adventure. Both were interviewed at Blackpool.

Carson was one of those who actually returned to the *Nicosian* after the *Baralong* sank the submarine, remaining aboard throughout the night. Therefore, he was in a position to know exactly what occurred there. He says no such words as "take no prisoners" were ever uttered by Captain McBride. He added:—"I say no shooting of anyone. There were a few shots, but I have the best reasons for knowing what these were because I myself was shooting wounded mules. This, I think, is how the stories of the shooting of the Germans arose. I neither saw nor heard any German shot in the water."

Dempsey confirms this statement, and adds:—"The story that the submarine Captain was shot is news to me, and I swear that nothing of the sort happened." He concluded that the two Americans who made affidavits had a grudge against the English members of the *Nicosian's* crew. [The Americans referred to in the last paragraph were quoted in a German memorandum as having sworn affidavits to the effect that those on board the *Baralong* fired rifles and guns at the Germans when they were in the water, that orders were given to take no prisoners, and also that four Germans who were on board the *Nicosian* were killed.]

[The Americans referred to in the last paragraph were quoted in a German memorandum as having sworn affidavits to the effect that those on board the *Baralong* fired rifles and guns at the Germans when they were in the water, that orders were given to take no prisoners, and also that four Germans who were on board the *Nicosian* were killed.]

THE LATE LORD BURNHAM.

"G. O. M. OF JOURNALISM."

LONDON, January 11th.

The newspapers pay warm tributes to the late Lord Burnham, whom they describe as the "Grand Old Man of Journalism." Their Majesties the King and Queen telegraphed their sympathy with the family in their bereavement.

[THROUGH REUTER'S AGENCY.]
LABOUR AND COMPULSION.

A MOTION FOR REJECTION.

LONDON, January 11th.

Mr. Anderson, the Labour member, will move the rejection of the Military Bill on the 12th.

The "kha" Liberal, Mr. Lees Smith, will second the motion.

On the other hand, it is officially announced that the Labour Party have accepted the invitation of Mr. Asquith to discuss with him certain aspects of the Bill on the 11th. Meanwhile, the resignations of the Labour Ministers are left in abeyance.

PROLONGED CABINET MEETING.

LONDON, January 10th.

There was a prolonged Cabinet meeting this afternoon. Mr. Henderson, Mr. McKenna and Mr. Runciman attended. It is understood that the chief topic was the labour position.

BYE-ELECTIONS.

A PATRIOTIC INDEPENDENT
CANDIDATE.

LONDON, January 11th.

Mr. F. N. Charrington announces that he will stand for Mile End as a Patriotic Independent candidate in favour of the Compulsion Bill.

[Mile End has been represented in Parliament by the Hon. H. L. W. Lawson (Lib.) son of the late Lord Burnham, who was elected to the Peerage. At the last election, Mr. Lawson was returned by a majority of only two votes; his opponent being Mr. B. S. Strauss.]

WEST NEWINGTON RESULT.

The bye-election at West Newington, which was caused by the elevation to the Peerage of Captain C. W. Norton, resulted as follows:—

Mr. Gilbert (Liberal), 2,846
Mr. Terrett (Trade Unionist), 787

Majority 1,859

Mr. Terrett, who was put forward by the Trade Unionists, opposed the restriction in the sale of drink in London.

ST. GEORGE'S, HANOVER SQUARE.
Mr. Mackenzie-Bell, the Liberal candidate, has withdrawn from the contest in St. George's Hanover Square. Sir George Reid, the official Unionist candidate, is now the only candidate in the field. Mr. Gibson Bowles, having withdrawn several days ago.

ANOTHER MYSTERIOUS EX- PLOSION IN AMERICA.

PHILADELPHIA, January 11th.

There was a terrific explosion at the Dupont munition works at Carneys Point. Many were killed and injured.

It is asserted that outside influences are responsible. Details are lacking as the telegrams are interrupted.

LATER.

Six persons were killed in the explosion at the Dupont works.

The cause is being investigated.

RUSSIAN SUCCESS IN PERSIA.

TEHRAN, January 11th.

The Russians have scored another important success, defeating a large rebel force at Assadabad. The prisoners included two German officers.

SHAH RECEIVES RUSSIAN COMMANDER.

TEHRAN, January 11th.

The Shah received the General Commanding the Russian forces in Persia most graciously.

ARMY PROMOTIONS.

LONDON, January 11th.

Prince Alexander of Teck has been promoted Brigadier General. Brevet Colonel and temporary Major General R. H. Butler has been gazetted Deputy Chief of General Staff in succession to Colonel and temporary Major General Whigham.

DIED OF WOUNDS.

LONDON, January 11th.

Rear-Admiral John Tuke has died of wounds.

RECRUITING.

LONDON, January 10th.

The opening of the Groups has already met with a good response, many attesting throughout the country.

[THROUGH REUTER'S AGENCY.]
AFFAIRS IN MESOPOTAMIA.

STATEMENT IN HOUSE OF
COMMONS.

LONDON, January 11th.

In the House of Commons, Mr. Chamberlain announced important operations in Mesopotamia for the relief of Kut. General Aylmer left Algherbi on the 6th, for Kut. General Townsland reported on the 6th, that there was heavy firing north-west of Kut, but the enemy did not attack. Then General Aylmer, who had a fifty miles march along the Tigris to Kut, reported heavy fighting on both banks of the Tigris on the night of the 7th. General Campbell's column, on the right bank, carried the enemy's position, taking two guns and 700 prisoners.

Meanwhile, the main attack on the left bank had been retarded by an enemy flanking movement, and General Aylmer reported that he was opposed by three Turkish divisions. He also reported that on the night of the 8th, owing to the fatigue of his troops, he was unable to proceed, but on the 9th, the enemy was retreating and he was pursuing them, although hindered by the rain. The latest telegram, state that the Turks are still retreating, and that Orak has been reached.

GENERAL NIXON RELINQUISHES COMMAND.

LONDON, January 11th.

In the House of Commons, Mr. Chamberlain announced that General Nixon, owing to ill-health, had relinquished his command in Mesopotamia, and was returning home. His successor was Sir Percy Lake, Chief of the General Staff in India.

ST. PAUL'S.

SUFFERING FROM "SENILE
DECAY."

LONDON, January 11th.

St. Paul's Cathedral is suffering from "senile decay." The building is in a graver condition than ever, according to Canon Alexander, the Church Treasurer, who renews his appeal for funds to consolidate the piers and buttresses. Two years ago £20,000 was asked for. The war interrupted the flow of subscriptions, and only half of this amount has been obtained.

INDIAN AND EGYPTIAN ARMIES.

A PROMOTION ANOMALY.

LONDON, January 11th.

In the House of Commons, Mr. Reginald Neville asked whether the rule that Subalterns and Captains in the Indian and Egyptian armies must serve nine years with those in the ranks before being eligible for promotion was still being enforced, with the result that junior officers of the British Regular and Territorial armies, many of whom were ignorant of the native languages, were being promoted over the heads of the Indian and Egyptian officers who were their seniors and were familiar with the native languages.

Mr. Chamberlain replied that an appropriate remedy for a disparity resulting from exceptional conditions due to the war was not easy to devise. Suggestions made by the Raj had been examined by a Committee of the War Office and the India Office, and he awaited their recommendations.

NEW HOME SECRETARY.

LONDON, January 11th.

Mr. Herbert Samuel has been appointed Home Secretary.

OBITUARIES.

LONDON, January 11th.

The death is announced of the Rt. Hon. Sir Samuel James Way, a former Chief Justice of South Australia.

[The deceased was appointed first Lieutenant of South Australia in 1891, and administered the Government of South Australia ten times. He also became the first representative of the Australian Colonies on the Judicial Committee of the Privy Council in 1897.]

CHAIRMAN OF "GLEN" LINE.

LONDON, January 11th.

The death is announced of Mr. Allan McGregor, Chairman of the "Glen" line of steamers.

[THROUGH REUTER'S AGENCY.]
BRITISH AIRMEN KILLED.

LONDON, January 11th.

Lieut. Gordon Duke, and Warrant Officer Fraser, while flying at Eastbourne, fell and were killed.

WELL-KNOWN FOOTBALLER KILLED IN ACTION.

LONDON, January 11th.

Second Lieut. Cyril Bussy of the South Staffordshire Regt., the well-known footballer, has been killed in action.

MEETING OF PARSEES.

LONDON, January 11th.

Sir M. Bhowmallee presided at a meeting of members of the Parsee community in England at the Caxton Hall, at which resolutions regretting the deaths of Sir K. B. Mehta, Sir D. M. Petit and Sir Romaji were passed.

MINISTERIAL RESIGNATIONS.

LONDON, January 11th.

In the House of Commons, Mr. Asquith announced that any acceptance of a Ministerial resignation would be promptly intimated to the House.

INDIAN PATIENTS.

LONDON, January 11th.

Sir Percy Lawrence, Commissioner for Indian Hospitals, reports that no serious charge has been brought against any patient or convalescent in England or France.

MEDICAL RESEARCH IN WAR.

FUND THAT WAS ESTABLISHED
BY HISTORICAL ACCIDENT.

The quick adaptation of medical research to the needs of the war is shown in the first annual report of the Medical Research Committee, which has just been issued. When the National Health Insurance Medical Research Committee, who had some £55,000 to spend—realised that war was inevitable they placed the whole of their resources at the disposal of the Army Medical Department. Most of the researches have borne good fruit, as the present health of our armies witnesses abundantly. We have all heard of the various kinds of injuries, both physical and mental, from which our soldiers have suffered. The nerve-wounds, if they can be so called, have never been fully studied before, because there have never been such nerve-shattering conditions in any other war. Now, however, a careful study of the psychological troubles of the soldiers is being made and tabulated. The report says that this will lead to results of great scientific value. Slowly accumulated scientific facts have a habit of becoming hidden away from immediate medical practice, but in the case of this special work of the research committee nothing of the kind is likely to happen. Indeed, the report states definitely that the new method of collection of these scientific facts "has allowed the rapid supply of information to medical officers overseas with regard to the history of cases of whose treatment they are responsible in the initial stages. It is perhaps too early to expect full reports of the mental injuries, but certain bodily ones have already been dealt with in this manner, notably gunshot wounds of the chest, arterial injuries, fractures of the femur, fractured joints, and epidemic dropsy. Thus each army surgeon can find out just what has happened to any patient he has sent home to England, and can vary his treatment, if necessary, in any future case of the same kind. At the conclusion of the report Lord Moulton, chairman of the Medical Research Committee, states that "the existence of a National Medical Research Fund, established by historical accident so shortly before the war, and without any foreknowledge of it, has made it possible to bring auxiliary agencies rapidly to the service of Government departments, and especially to that of the Army Medical Department in its varied and vitally important activities."

THE HERO.

"Twas not the sound of life or drum
That roused his soul and bade him 'Come!'
The moans of murdered men he heard,
The wails of outraged women stirred
His conscience; called him into line
With comrades true; a cause divine
He had espoused as our he stepped,
While dear ones of his own blood wept.

The Call of Duty he obeyed,
And promptly his decision made;
All thoughts of home and life he eschewed
When Freedom fair might be subdued.
A holy war he went to fight;
That over Wrong might triumph Right,
A godly ire his soul possessed
To see the weak so sore oppressed.

He knew he might give of his blood
In Freedom's Cause—the work of God;
That foreign clay might wrap him round,
His headstone be a shovelled mound.
The sacrifice he counted slight
In helping to establish Right;
His arm by strength divine was nerve,
The King of Kings he proudly served.

'Twas in a glorious charge he fell
Doing his duty nobly, well;
He died as but the brave can die,
Unheard to utter moan or sigh;
Knowing he died in God's own cause,
Fighting 'gainst those who spurn His Laws.
Striking hard for Humanity's sake,
Making the Tyrant's stronghold shake.

Oh! weep not for so brave a soul,
Remember no more Death's bitter toll;
Parents here, all dry your eyes,
That glorious, unselfish sacrifice.
From yonder bloody field has risen
Accepted income unto Heaven,
Teaching, like Christ, our lives to give
That we may learn the way to live.
—Harry L. Miller in the *Weekly Scotsman*.

DESERTER HERO.

STEERING CRAWLING BOYS BY THE TOE.

Captain Bean, the Australian "Eye-Witness" at the Dardanelles, tells how a deserter from H.M.S. *Australia* named Hart redeemed his 1st Australian Battalion. Hart told his mates at Anzac that the object for which he lived was to write and tell his sister that he had done something for his country which would put him at ease with himself.

Hart, who had changed his name to Elart on enlisting, and another New South Wales boy named Morris were chosen by an experienced scout to accompany him in an examination by night of a Turkish machine-gun position.

They crept past the Turks' outpost trench and straight for the corner of the main trench where the machine gun had previously been. The scout knew just where it was, for he had spent his time during the previous sorties watching for the flash of it. At a certain point, right behind the outpost trench, he left his two boys lying in the grass and went on a few yards alone. He crawled right to the loopholes where the machine gun had been and threw two bombs into the mouth of them. No machine gun answered him at all. Only three rifles spoke—two flashed at the corner of the trench and one in front of it.

That was evidence as conclusive as could be obtained that for some reason this night the machine gun was probably not in the trench and the trench itself was lightly held. There was nothing more to be found. But they still had several bombs, and so they crawled back towards the outpost trench and threw their bombs into it from the rear. The Turks of the outpost had their minds fixed on a patrol in front, and the moment the bomb fell in they blazed over the front parapet—the faster the bombs came the harder they fired in the opposite direction.

The bombs being finished and the expedition thoroughly successful, the chief scout steered it for home. In order to make sure in the dark, he told the boys to crawl ahead of him while he tugged either the right toe or the left of the lad ahead of him and so steered them quietly through the grass in whatever direction he wanted.

They were just getting to the place where they could give their prearranged sign to their own trenches without being noticed by the Turks. Suddenly one of them caught in something. A piece of loose wire twanged. There was a flash ahead in the night—one flash—before the sign could be given. Both boys rolled over—one shot through the face, the other through the head by the same bullet. Elart had achieved his honour—and Australia's.

CHIVALRY.

AN ANZAC INCIDENT.

FOES' MISSION OF MERCY.

An officer of the R.N.V.R. in Gallipoli writes:—

Late one afternoon upon the extreme right of our line a man was seen in the Turkish zone moving furtively through the scrub behind the beach, about half a mile distant, and making apparently for the narrow gap which separates the end of our trenches from the blue waters of the Aegean Sea.

From the tall summit of the Lonesome Pine Plateau the Australian watchers looked on with interest, wondering what his purpose might be.

Suddenly a rifle shot rang out—a Turkish rifle shot—and the man fell wounded. There he lay in the open behind the beach and bound up his wound and nursed his pains, a pathetic figure, a piece of human wreckage cast up by the storm and wrath, not of God but of man.

On one side lay the army of his friends from which he was an outcast; on the other his foe, determined, chivalrous, but not implacable; while beneath him murmured the army of Allah—the heedless, careless sea. To which of these should he turn for help in his extremity? Surely to the forces of neutral Nature. In the liquid depths of the broad Aegean his pains would find release—his mind peace! Slowly he dragged himself, in spite of a shattered limb, towards the water's edge, while the end and end of his life seemed to cast their shadows ever nearer.

A SOUL IN PAIN.

Night fell, and in the faint starlight the watchers upon Lonesome Pine looked at one another questioning. Little they said, yet the same thought was uppermost in the mind of each. Something must be done. There was a call for volunteers, and a few minutes later a party of gallant men from the back-blocks were breasting their way along the shore through the darkness and silence, broken only by the music of waves and the cry of a soul in pain.

They came upon the object of their quest, just at the very margin of sand and sea, and were raising him up, when through the shadow there loomed suddenly another band, a Turkish patrol, bent on the same quest. Shots were exchanged, and the newcomers, who found themselves at a disadvantage numerically, were at once supplied with a wounded man from among themselves to take back to the Turkish camp in place of the one they had missed by a few minutes only, while the other party, both rescuers and rescued, had soon reached the Anzac line safely.

What led these men to hazard their lives in so perilous an exploit, braving certain danger to save an unknown foe?

I believe the old philosopher Epictetus once supplied the answer under somewhat similar circumstances. "They have done this," he exclaimed, "not for the man, but for the nature of man."

NEUTRALS AND THE DEFENCE OF INTERNATIONAL LAW.

SIR E. CARSON'S SPEECH TO AMERICANS.

An exceptionally large company of nearly 400 members and friends attended the American Luncheon Club's weekly meeting at the Savoy to hear Sir Edward Carson, the guest of honour, speak on "Neutrals and the War."

When I mention America as our greatest neutral I naturally turn to the conduct of neutrals in relation to the mitigation of the horrors of war. Nothing fills me with dismay when I think of the outcome of the horrible period through which we are passing more than the fact—I am not blaming anybody, but it is a fact—that international law, which is the product of all the peace instincts of all nations with a view to preventing the interruption of progress and civilisation even in the time of hostilities, has, I fear, been entirely abolished, or at any rate, greatly encroached upon, by the impotence of the neutrals themselves.

"Abolish the power of neutrals when countries are at war and you have abolished international law itself. This war from the start has shown the ineptitude and powerlessness of neutrals. It commenced by the sacrifice of a little country which had been guaranteed its freedom and its peace by all the Great Powers of Europe.

"The war had not been on for more than a few hours when you saw the fulfilment of these guarantees; and in the same way, as time went on, great elementary rules of great importance, for which nations had been struggling in times of peace to take away some of the horrible results of war, were blown to the winds. But that was not all.

"A breach of international law necessarily in the rules of war leads to reprisals, and the reprisals know no limit; and, therefore, the first breach of international law leads on in the downward path almost to its abrogation. Just as you may delude or mystify or lull into a sense of security our own citizens by speeches and by perorations, you will not thereby win a war, so in the international sphere you may, by diplomatic Notes, numerous and strong, satisfy the consciences of your citizens, but you will not by a mere Note maintain the obligations which are put upon you as parties to international law, which is to prevent breaches of civiliation and to mitigate the horrors of war.

"I look forward to the results of this war in its relation to international questions with a great deal of anxiety, and a great deal of misgiving, because I should like to ask, if international law has proved futile by reason of the impotence of neutrals during the operations of the belligerents in this great struggle, how are we in the future—ever again to rely upon conventions as any bar to the terrible horrors which have been perpetrated?

"I make this appeal to neutrals: Remember that neutrals may one day be belligerents, and remember that while the golden ideal of every real citizen who loves his country and loves his people must be peace, peace with all its magnetic influence upon the homes and lives and happiness of our peoples; remember that when this war terminates and it is proved that neutrals have been unable to take their place as those who are the executives of international law, there can be but one safeguard for peace in the future, and that, I think, one which is not for the benefit of humanity an increase of armaments, and the maintaining of even greater armies than we have in the past.

"Do not imagine for a moment that I am without gratitude to our cousins beyond the Atlantic Ocean. Heaven knows what we owe to them! I could never get through if I attempted to describe the many benefits they have conferred upon humanity, even if they have not done all we could have hoped in this terrible struggle. But the latest one is not the least, when I call to mind the murder of that brave woman in Belgium, Nurse Cavell.

"Never will depart from the minds of Englishmen and Irishmen who understand the situation the brave and humane efforts which were made by Brand Whitlock and Hugh Gibson, who, indeed, fulfilled not merely the functions of representatives of your great United States, but showed themselves men who had engrained in them those qualities and feelings of humanity which, even in time of war, are implanted by our great Maker, of mercy and forgiveness and comfort.

Sir Edward's remarks were enthusiastically received.

THE SCHOOLBOY'S HOWLER.

A schoolboy "howler" is quoted by Sir John Struthers in his annual report on secondary education in Scotland.

Discussing the history papers produced at a recent examination Sir John remarks that much vagueness still prevails in the use of ecclesiastical terms and that this vagueness extends to prominent personalities. Luther, for instance, was written about as if he had been Wycliffe, Calvin, Latimer, or even John Knox. But the palm for confused thinking of all sorts was easily earned by the author of the following:—

"When the South Sea Bubble was drawn up, in the reign of Charles, the men placed it on the table, and, sending for Cromwell, asked him to sign it. Cromwell, when he saw the document, put on a stern look, and, swinging his hand in the air with a loud voice shouted, 'Take away that bubble!'"

"WEASELS."

STORIES OF OUR E SUBMARINES.

THE NET AND THE ZEPPEL.

The next thing we did, we rose under a Zeppelin. With his shiny big belly half blocking the sky.

But what in the—Heavens can you do with six pounders? So we fired what we had and we bade him good-bye.

Mr. Rudyard Kipling, continuing the series of "Fringes of the Fleet" articles in the *Daily Telegraph*, tells some submarine stories.

The commander's is more a one man job, as the crew's is more team work, than any other employment afloat. That is why, Mr. Kipling writes, the relations between submarine officers and men are what they are. They play hourly for one another's lives with Death the Empire always at their elbow on tiptoe to give them "Out."

At a certain harbour there climbed out of a couple of submarines which had just returned three or four high-booted, sunken-eyed pirates clad in sweaters, under jackets that a stoker of the last generation would have disowned.

"A PERFECT MUG."

Together they lamented the loss of a Zeppelin—"a perfect mug of a Zepp," who had come down very low and offered one of them a sitting stool. "But what can you do with our guns? I gave him what I had, and then he started bombing."

"I know he did," another said, "I heard him. That's what brought me down to you. I thought he had you that last time."

"No; I was forty feet under when he hove out the big 'un. What happened to you?"

"My steering gear jammed just after I went down, and I had to go round in circles till I got it straightened out."

"Was he the brute with the patch on his port side?" a sister boat demanded.

"No! This fellow had just been hatched. He was almost sitting on the water heaving bombs over."

"And my blasted steering gear went, and chose then to go wrong," the other commander mourned.

THE MAN WITH THE HAND.

Mr. Kipling had spent some of the afternoon in looking through records of submarine work in the Sea of Marmora.

They read like the diary of energetic weasels in an overcrowded chicken run, and the results of each boat were tabulated something like a cricket score.

One came across jewels of price set in the flat official phraseology. For example, one man who was describing some step he was taking to remedy certain defects, interjected casually: "At this point I had to go under for a little, as a man in a boat was trying to grab my person with his hand."

Again: "Came across a dhow with a Turkish skipper. He seemed so miserable that I let him go."

And elsewhere in these waters a submarine overhauled a steamer full of Turkish passengers, some of whom, arguing on their Allies' lines, promptly leaped overboard. Our boat fished them out and returned them, for she was not killing civilians.

THOUGHT AT THE BOTTOM.

There was a boat in the North Sea which ran into a net and was caught by the nose.

She rose, still entangled, meaning to cut the thing away on the surface. But a Zeppelin in waiting saw and bombed her, but not too wildly, or she would get herself more wrapped up than ever. She went down, and by slow working and weaving and wriggling, guided only by guesses at the meaning of each scrape and grind of the net on her blind forehead, at last the drew clear. Then she sat on the bottom and thought.

The question was whether she should go back at once and warn her confederates against the trap, or wait till the destroyers which she knew the Zeppelin would have signalled for should come out to finish her, still entangled, as they would suppose, in the net?

It was a simple calculation of comparative speeds and positions, and when it was worked out she decided to try for the double event. Within a few minutes of the time she allowed for them, she heard the twitter of four destroyers' screws quartering above her, rose, got her shot in, saw one destroyer crumple, hung round all another took the wreck in tow; said good-bye to the spare brace (she was at the end of her supplies), and reached the rendezvous in time to warn her friends.

DIMINUTIVE V.C.

REFUSED SIX TIMES AT THE RECRUITING OFFICE.

Private A. Vickers, 2nd Warwickshire, who has been awarded the V.C., said that he never thought much about his cutting of the wire entanglements at Hulluch, though he received the French military medal. He was just going off to sleep one night in a ruined house when some of his friends ran in and said, "Give us your hand, 'Midgie,' you've got the V.C." Private Vickers is thirty-four. When the war broke out he tried six times at the recruiting office before he was accepted, on account of his short height.

Mr. Ben Tillett, in a war lecture recently, extolled the bravery of the Prince of Wales at the front. "There is a youngster out there," he said, "who does not seem to have any fear. He goes through where the mud is thickest, and the danger greatest, accompanied by other officers. One of them remarked, 'It is all very well for him, but if he were killed, we would be blamed.'"

FRENCH THRIFT.

A RALLY TO THE AID OF THE STATE.

The "Loan of Victory" is assured of a very great success. It appeals to the patriotic instincts of the French—their patriotism and their thrift. To refuse the support of their money to the State in the present circumstances would, they all recognize, be an act of desertion as definite as that of the soldier who runs from the Army. To refuse the splendid opportunity of safe and profitable investment offered by the new Loan would be an act of financial folly.

Traditions cluster very thick around finance in France, and one of the greatest money traditions of the French is the popularity of the Five per cent. Rente. It is the ambition of every well-ordered Frenchman to spend the last few years of his life as a "rentier," but of recent years the yield from sound Government stocks has fallen, and the proceeds of French thrift have become increasingly represented by foreign scrip, the printing and design of which were as alluring as the interest was great and the security small. Now the French have the duty and the opportunity of investing all they can in Five per cent. Rente, free from any taxation whatever.

The history of Five per cent. Rente is encouraging. In 1815 the Five per cent. was quoted at 82½. Ten years afterwards, under the Restoration, it was 103½. Under Louis Philippe, in 1845, it was at 122½. On the eve of its conversion into Four-and-a-Half per cent, under the Second Empire, it stood at 106½. 50c, and in 1860, after conversion, it touched 118½. 55c. The history of the next Five per cent. issue in 1871 is equally pleasing. Issued at 82½. 50c, it rose steadily until it reached 100½. 50c, in 1874. The 1875 Five per cent., issued at 84½. 50c, "put on" 36½. 70c, in less than 10 years.

FRANCE'S WEALTH.

The opportunity is golden, but it is quite evident that a country which has lost for the moment some of its richest provinces, which has given to war all its labour, does not dispose of all its resources. The financial effort made already by France has been great. Nearly £500,000,000 has been lent to the State since the war began in the form of bonds and obligations. In spite of the fact that provinces have been lost, that trade and industry have been greatly disturbed; that many have been forced to live upon their savings and to attack the famous *bon de laine*.

But, in spite of the vastness of the war and its duration, in spite of invasion and the "blood tax," French wealth and French thrift have not suffered so much as might have been expected. Statisticians, of course, quarrel—that is their trade—but it is, nevertheless, fairly safe to assume that in time of peace the total private income of France was about £1,800,000,000, and that the annual savings of economical France were roughly £200,000,000. War has diminished this vast sum, but not tremendously. The Savings Banks returns show heavy withdrawals, but, with the accrued interests, deposits have increased. The Paris, Lyons, and Mediterranean Railway Company, according to M. Rist, has only suffered a loss of 20 per cent. in its purely commercial traffic.

There are, moreover, the great reserves established by the hoarding instincts of the French, and their discipline of thrift. The French hoard gold has been apparent at every crisis in international affairs. The solid proof of it has been established by the really gigantic sums of gold brought to the Bank of France in response to an appeal. In five months no less than £40,000,000 in gold was exchanged for notes. And silver and bank-notes have also been stored away in cupboards and in stockpiles.

THE DISCIPLINE OF THRIFT.

The French may have many things to learn from us, but in the discipline of thrift "they do things better in France." At the French front there is nothing so striking as the general frugality; in the rear there is the same suppression of all unnecessary expense. Cakes have been closed early since the war began, theatres and restaurants do but a poor business, evening dress is very rarely seen; people who drank the "vins fins" of France have drunk nothing but "vin ordinaire" since the war began; everywhere there is "retrenchment"; thrift on a scale which is not approached in England. From this source, too, funds are flowing into the Treasury.

Satisfactory, more than satisfactory, though the conditions on which the Loan has been floated may be so, it is necessary to utter a word of warning against the fantastic subscription—those of the big financial establishments—are yet to come. They will come, and in thoroughly satisfactory amounts, but it is quite evident that these institutions are not going to immobilize their capital for longer than they can help.

The lists of the Loan will remain open as long as the Government deems fit, and among the last subscribers will be the biggest—the great banks.—*Times*.

"ROTTEN TO BE A PRINCE."

LAMENT FROM THE HEIR TO BRITAIN'S THRONE.

One of the many stories told about the Prince of Wales at the front is being related in London. It seems that the Prince continually was imploring Sir John French to permit him to go into the first line trenches, but the wise Field-Marshal knowing how much depends on the preservation of the life of the heir to the throne, refused all requests.

During the height of the fighting at Festubert the Prince again pleaded with the Field-Marshal to permit him to join the fighters, and when the answer was a courteous "No, sir," the heir-apparent retired with gloomy face to the society of his comrades on the staff, and said, when they chaffed him over his failure: "Oh, it's all right for you fellows to have your joke, but I tell you it is rotten to be a prince."

Although the Prince is not permitted to expose himself needlessly, it must not be

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TUBODAS ...	—	in port.	11th Jan.	KOBE
* TIKINTI ...	BATANIA	11th Jan.	16th Jan.	SHANGHAI
* TJIMANOEK ...	MAKASSAR	18th Jan.	—	—

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Building, 14 Floor.
Hongkong, 10th January, 1916.

Telephone No. 1574.

[6]

JAVA-PACIFIC LIJN.

REGULAR MONTHLY SERVICE BETWEEN

JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will leave	For
TJISONDARI ...	JAVA	7th Feb.	11th Feb.	SAN FRANCISCO
KARIMOEN ...	JAVA	9th March.	13th March.	do.
TJIKEMBANG ...	JAVA	7th April.	11th April.	do.
ABAKAN ...	JAVA	8th May.	12th May.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Ocean Steamers and Ports in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,

Yerk Building,
Hongkong, 11th January, 1916.

MANAGING AGENTS.

[94]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon of the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS,

Telegraphic Address:—"TAIKOO DOCK."

[28]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, Etc.

HONGKONG—SHANGHAI—YOKOHAMA—MANILA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED, FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHINESE OFFICE—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, 3rd July, 1914.

[172]

thought that he has not been under fire. As a matter of fact, he has heard the "Jack Johnsons" whistling close at hand and has been near enough to exploding shells to make those who keep an eye on him rather nervous. In addition, he has been engaged on some rather hazardous missions, acquitting himself so well that silent Sir John referred to him as a gallant soldier. There is no doubt that the Prince is a glutton for work and he lets no opportunity escape to "do his bit" for King and country.

When he first was attached to the Grenadier Guards his comrades didn't care for him very much, as there was a feeling that his association with the regiment would keep it out of the danger zone, and when he finally induced "K. of K." to permit him to join the expeditionary force, "somewhere in France," he speedily burst into the officers' quarters with the joyful news, whereupon a young Marquis, intimate friend and school-fellow, shouted:—
"Bully for you, Eddie; now we'll all get a chance to smash the Germans!"
After the redoubtable Michael O'Leary accomplished the remarkable feat which made him a "V.C." he was presented to the Prince. "Mike" and the Prince had a long chat, which the Prince seemed thoroughly to enjoy, and when "Mike" rejoined his comrades, he said:—
"Sure and it's a great little boy he is, and, Prince or no Prince, there isn't a finer gentleman in all Ireland!"
Which is high praise indeed from the Man from Macroom!

SHIPPING

ARRIVALS.
CHANGHONG, British str., 1,201, G. Morse, January 11th—Bangkok and Swatow, General.—Butterfield & Swire.
CORILLIERE, French str., 3,024, Mages, 11th January—Marsailles 12th December, General.—Messageries Maritimes.
HONGKONG, American str., 500, E. Razon, January 10th—Manila, January 6th, Hemp.—Order.
HERO MARU, Japanese str., 2,205, T. Nakamura, January 11th—Miiko, January 5th, Coal.—M.B.K.
LOONGSANG, British str., 1,083, Leask, January 11th—Manila, January 8th, General.—Jardine, Matheson & Co.
WAIHING, British str., 1,109, M. Picknell, 11th January—Bangkok 5th January, General and Rice.—Order.

CLEARANCES
IN THE HARBOR MASTER'S OFFICE
January 11th.
CHOPU MARU, Japanese str., for Binthuy.
EASTERN, British str., for Kobe.
FAISANG, British str., for Saigon and Swatow.
TACOMA MARU, Japanese str., for S'hai.

DEPARTURES
January 11th.
ANNU, British str., for Shanghai.
FEICHING, Chinese str., for Canton.
CHILIAN, Norwegian str., for Saigon.
CHINHA, British str., for Manila.
CONDILLIERE, French str., for Shanghai and Yokohama.
HAITAN, British str., for Swatow.
HANOI, French str., for Pakhoi.
KWONGKANG, British str., for Canton.
PENANG MARU, Jap. str., for Singapore.
SINKANG, British str., for Canton.

SHIPPING REPORT.
The str. *Longgang* reports: Strong monsoon, rough sea.

PASSENGERS.
ARRIVED.
Per *Cordillier* from Marsailles, etc., Mrs. F. C. Lawett, Mr. and Mrs. Briand and infant, Mr. Marcellet, Mr. Ducroiset, and Mrs. Emily Trophay and infant.

VESSELS EXPECTED.
CANADIAN MAILS.

The *Empress of Japan* left Vancouver on Saturday, the 1st inst., p.m., and is due to arrive at Hongkong on Sunday, the 23rd inst.

The str. *Monteagle* arrived at Vancouver on Monday, January 3rd, p.m., left Vancouver on January 11th, and is due to arrive at Hongkong on Sunday, the 16th inst.

THE AUSTRALIAN MAIL.
The str. *Changsha* left Port Darwin for Hongkong, via Manila, on 6th inst., and may be expected to arrive on or about 18th inst.

LATEST STEAMER MOVEMENTS.

The str. *Montana* left Singapore for this port on the 6th inst. at noon, and is due to arrive here this morning about 7 a.m.
The str. *Norona* left Shanghai for this port on the 10th inst. at 1.45 p.m., with the homeward English mails, and is due to arrive here on the 13th inst. at about daylight.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND COLOMBO.

THE Steamship

"KATHLAMBA,"
Capt. C. G. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 14th Jan., at 10 A.M.

All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents.

Tongkong, 7th January, 1916. [157]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NELLORE,"

Arrived Hongkong on 6th January, 1916, from BOOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, etc., ex "K. mala,"
From Persian Gulf, ex "B. L. S. N." and "B. P. S. N. Co.'s Steamers."

Optional Goods will be land here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon and Douglas, at 10 A.M. on MONDAYS and THURSDAYS.

Through Bills of Lading must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. FARR,
Acting Superintendent,
Hongkong, 10th January, 1916. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island: Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA LUAL P.O. & C.	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.	P. & O. S. N. Co.	On 14th inst., at 3 P.M.
LONDON	KANBAR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KASHMIR	Brit. str.	—	F. H. S. Stone	P. & O. S. N. Co.	About 28th inst.
MARSEILLES, LONDON & VIA SUEZ	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES VIA PORTS	ATHOS	Fr. str.	—	T. Jannouchi	MESSAGERIES MARITIMES	To-day, at 5 P.M.
VICTORIA & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	Murasumi	OSAKA SHOSHN KAISHA	On 27th inst., at 3 P.M.
VICTORIA, P.O. & SUEZ VIA KAILUO, &c.	SAIDO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 11th Mar.
NEW YORK VIA SUEZ	SKIPTON CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 29th inst.
BOSTON & NEW YORK	KATHLAMBA	Brit. str.	—	—	THE BANK LINE, LIMITED	To-day.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 26th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSEA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 3rd Feb., at Noon.
SAN FRANCISCO	TYSONDARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC CO.	On 2nd Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC CO.	On 16th Feb.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS	EMPIER	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 17th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrell	BUTTERFIELD & SWIRE	On 28th inst.
DELAGO BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	—	—	THE BANK LINE, LIMITED	On 24th inst.
NAGASAKI, KOBE & YOKOHAMA	HYPOCH MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at 10 A.M.
MOJI & YOKOHAMA	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LTD.	On 18th inst.
HONGKONG	PAKHOI	Brit. str.	1 m.	J. Fills	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI	NIKKO MARU	Brit. str.	1 m.	C. Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONSIEUR	Brit. str.	—	R. P. Fyfe, R.N.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI	HOPKINS	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Dlight.
SHANGHAI VIA FOOCOW	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Dlight.
SHANGHAI	LUOWOW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI	EMPIER	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	About 18th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARINIA	Brit. str.	—	J. T. Jeffery	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI, KOBE	KIRIN MARU	Jap. str.	—	Sasaki	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ANDRELEON	Fr. str.	—	—	MESSAGERIES MARITIMES	On 26th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MITAZAKI MARU	Jap. str.	—	Takanaka	NIPPON YUSEN KAISHA	On 26th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 10th inst., at 8 A.M.
TAMUL & KAILUNG VIA SWATOW & AMOI	KALJO MARU	Jap. str.	—	Murakami	OSAKA SHOSHN KAISHA	On 14th inst., at 3 P.M.
AMOI & TAIKAO VIA SWATOW & AMOI	BOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSHN KAISHA	On 15th inst., at 3 P.M.
SWATOW, AMOI & FOOCOW	SHANGHAI	Brit. str.	2 h.	W. O. Passmore	DOUGLAS, LAFFRANK & Co.	On 15th inst., at 1 P.M.
SWATOW, AMOI & FOOCOW	SHANGHAI	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAFFRANK & Co.	On 15th inst., at 3 P.M.
MANILA, CEBU & ILOILO	SHANGHAI	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. S. Leask	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 3 P.M.
MANILA	FUEHANG	Brit. str.	—	W. M. Messey	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 P.M.
BOMBAY VIA SINGAPORE, MANILA & COLOMBO	SOMRAY MARU	Brit. str.	—	Torada	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
SINGAPORE, PENANG & CALCUTTA	CHOWSANG	Brit. str.	—	C. J. Matlock	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 1st Feb.
HAIPHONG	KIKO MARU	Jap. str.	—	Imazumi	OSAKA SHOSHN KAISHA	To-morrow, at 10 A.M.
HOIHOW & HAIPHONG	TAIKANG	Brit. str.	—	Mansfield	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 8 A.M.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HOPKINS"	Friday, 14th Jan., Dlight.
HOIHOW & HAIPHONG	"TAKSANG"	Saturday, 15th Jan., 8 A.M.
MANILA	"LOONGSANG"	Saturday, 16th Jan., 3 P.M.
SHANGHAI VIA FOOCOW	"KWONGSANG"	Sunday, 17th Jan., 3 P.M.
SANDAKAN	"HINSANG"	Sunday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"CHUNANG"	Saturday, 22nd Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 22nd Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 1st Feb., 3 P.M.

RETURN TOURS TO JAPAN.
The steamers "KUNANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YAKSANG," "KUNANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Qalay, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 12th January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Hongkong, 16th April, 1915. [24]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS. Telephone No. 215 Sub. Ex. 10 Hongkong, 26th October, 1915. [25]

CANADIAN PACIFIC RAILWAY

COMPANY'S STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE and YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.

"MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN" ... 2 FEB. "EMPRESS OF ASIA" ... 20 APRIL

"MONTEAGLE" ... 16 "MONTEAGLE" ... 26

"EMPRESS OF RUSSIA" ... 23 MAR. "EMPRESS OF RUSSIA" ... 18 MAY.

"EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF ASIA" ... 16 JUNE.

For further information, Sailing, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG. Connecting with FROM COLOMBO

24th January. "GUJARAT" 18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

S.S. "SALAMIS" ... From Hongkong: 14th Feb., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON ... "KANSAS" ... On 15th Feb.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO REUBEN & Co., CAPTAIN. GENERAL AGENTS, Hongkong 13th January, 1916. [104]

SHIPPING IN PORT

STEAMERS.

CAMILLO, British str., 3,140, J. Roberts, 29th December—Singapore 18th December, Bulk Oil.—Asiatic Petroleum & Co.
CHUBAN, British str., 1,347, Robertson, 9th January—Bangkok 25th December, General and Rice.—Butterfield & Swire.
EASTERN, British str., 2,272, F. Carber, 9th January—Melbourne 7th December, General.—Order.
FEICHING, Chinese str., 894, A. B. Bains, 10th January—Shanghai 8th January, General.—Order.
GLENFALLOCH, British str., 1,424, S. MacKenzie, 4th January—Amoy 3rd January.—Order.
HALDIS, Norwegian str., 1,065, A. Swen, 2nd January—Nanta Bay 30th December, Salt.—Java-China-Japan Line.
HINSORANG, Chinese str., Wm. Munro, 5th January—Shanghai 2nd January, General.—Order.
HYSON, British str., 4,922, G. Moir, 31st December—Singapore 25th December, General.—Butterfield & Swire.
JACOB, Dutch str., 2,981, T. Baenen, 4th January—Singapore 28th December, General.—Order.
KANNA, British str., 1,047, George MacRuxton, 1st January—Singapore 23rd December.—Order.
KATHLAMBA, British str., 4,103, C. J. Smith, 7th January—Manila 4th Jan., General.—Shewan, Tomes & Co.
KWONGSANG, British str., 1,323, W. Barkus, 6th January—Wuhu 30th December, Rice.—Order.
KWONGSANG, British str., 1,482, W. F. Bichard, 10th January—Shanghai 5th January, General.—Jardine, Matheson & Co.
KWANINA, British str., 2,129, J. Rodger, 3rd January—Freemantle 11th December—Sandal Wood.—Order.
NATICA, British str., 3,404, G. E. S. Bramston, 3rd January—Tsingtau 27th December, Ballast.—Asiatic Petroleum Co.
NICHOLSON MARU, Japanese str., 1,633, S. Hibi, 8th December—Miiko 24th December, Coal.—Mitsui Bussan Kaisha.
NINGPO, British str., 1,223, Culloch, 1st January—Swatow 31st December.—Butterfield & Swire.
PHEUMFENG, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice.—Chinese.
SELUN, Norwegian str., 885, D. Hovenden, 9th January—Bangkok 30th December, Rice.—Thoresen & Co.
SINKANG, British str., 1,918, C. Williams, 10th January—Shanghai 8th January, General.—Butterfield & Swire.
SUNGKIAN, British str., 987, J. Robinson, 7th January—Haiphong 1st January, General.—Butterfield & Swire.
TALITHIUS, British str., 6,521, F. W. Cullen, 10th January—Vancouver 25th November, General.—Butterfield & Swire.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP Co., Ltd.)

FOR BOSTON AND NEW YORK

VIA CAPE OF GOOD HOPE

(With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLAMBA"

POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Luchow	12th Jan.
SINGAPORE	Mongara	12th Jan.
EUROPE (London 14th Dec. via Siberia)	Novara	13th Jan.
AUSTRALIA	Hilachi Maru	14th Jan.

OUTWARD MAILS.

FOR	PER	DATE
Fort Bayard	Sutkai	Wednesday, 12th, 7.00 A.M.
Hongkong	Pakhoi	Wednesday, 12th, 9.00 A.M.
Swatow and Japan via Yokohama	Moresby	Wednesday, 12th, 10.00 A.M.
Singapore	Tilodas	Wednesday, 12th, NOON
Swatow	Hondong	Wednesday, 12th, 3.00 P.M.
Suigon	Fawang	Wednesday, 12th, 3.00 P.M.
HAIPHONG, SAIGON, STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEPHI, and EUROPE	Athos	Wednesday, 12th, 3.15 P.M.
Shanghai and North China	Hoyang	Wednesday, 12th, 5.00 P.M.
Straits, Colombo, Darban, Cape Town, Madras and United Kingdom	Mishima Maru	Thursday, 13th, 11.00 A.M.
S. A. (EUROPE via SIBERIA)	Sinkang	Thursday, 13th, Registration, 2.15 P.M.
(Shanghai Brit. P.O. Monday, 17th Jan.)		Letters, 3.00 P.M.
Bangkok	Haldi	Thursday, 13th, 6.00 P.M.
Japan via Nagasaki	Hilachi Maru	Friday, 14th, 9.00 A.M.
Swatow, Amoy and Foochow	Hilching	Friday, 14th, 1.00 P.M.
STRAITS, BURMAH, OCEAN, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEPHI, and EUROPE	Novara	Friday, 14th, Registration, 1.15 P.M.
The Parcel Mail will be closed on 13th Jan. at 5 P.M.		Letters, 2.00 P.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Nikko Maru	Friday, 14th, Registration, 2.15 P.M.
Letters, 3.00 P.M.		
Singapore and North China (EUROPE via SIBERIA)	Tong Hong	Friday, 14th, 3.00 P.M.
(Shanghai Brit. P.O. Wednesday, 19th Jan.)	Luchow	Saturday, 15th, Registration, 4.15 P.M.
SHANGHAI, NORTH CHINA, JAPAN via MOJI, VICTORIA, B.O., and SEATTLE, and UNITED KINGDOM via CANADA	Sado Maru	Saturday, 15th, Registration, 5.00 P.M.
Swatow, Amoy and Foochow	Haiman	Sunday, 9th, 9.00 A.M.
Philippine Islands	Kuchow	Tuesday, 18th, NOON
		Thursday, 23rd, 3.00 P.M.

* Superimposed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Sheung Chow	4.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Aitau, Ping Shan, Sai Kung, San Tin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.00 P.M. 6.00 P.M.	8.15 A.M.
Kongmoon	6.00 P.M.	5.00 P.M.
Nantao and Sammel	6.00 P.M.	5.00 P.M.
Shamshui	6.00 P.M.	5.00 P.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M. 9.30 P.M.	7.00 A.M.
Shek Kiu	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kunchuk	6.00 P.M.	6.00 P.M.
Kaukung	6.00 P.M.	6.00 P.M.

in the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.



From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper

makes beautiful washable walls. It is applied with a white wash brush, disintegrates, and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two quantities for inside and outside work; sold and used by dealers everywhere. Sample Sheet sent and full particulars post free on application to

WILLIAM C. JACK & CO. LIMITED.

Sole Agents, South China.

COMMERCIAL.

CLOSING QUOTATIONS.

January 11th.	
ON LONDON:	
Telegraphic Transfer	11/11 1/2
Bank Bill, on demand	11/11 1/2
Bank Bill, at 30 days' sight	11/11 1/2
Bank Bill, at 6 months' sight	11/11 1/2
Credit, at 4 months' sight	11/11 1/2
Documentary Bill 4 months' sight 2 1/2	
ON PARIS:	
Bank Bill, on demand	269 1/2
Credit, at 4 months' sight	270
ON HAMBURG:	
On demand	nom.
Bank Bill, on demand	46
Credit, at 60 days' sight	nom.
ON BRUSSELS:	
Telegraphic Transfer	nom.
Bank, on demand	144 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	144 1/2
ON SHANGHAI:	
Bank, at sight	74 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand	91 1/2
ON MANILA:	
On demand	92 1/2
ON SINGAPORE:	
On demand	104 1/2
ON HONGKONG:	
On demand	33 1/2 p.m.
ON HAIPHONG:	
On demand	3 1/2 p.m.
ON BANGKOK:	
On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.35
GOLD LEAF, 100 fine, per last	\$68.40
BAR SILVER, per 100	26 1/2

SUBSIDIARY COINS.

	per cent.
Hongkong, 20 cents piece	8 1/2
Hongkong, 10 " "	8 1/2
Canton, 20 " "	18 1/2
Canton, 10 " "	18 1/2

SHARE LIST—QUOTATIONS.

HONGKONG, 11th JANUARY, 1916.

STOCKS.	NO. OF SHARES.	VALUE.	PAID.	CLOSING QUOTA.	ON BASIS OF LAST DIVID.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800, buyers	6 p.c.
China Banking Corporation, Limited	60,000	\$12	all	\$104, sales	8 1/2 p.c.
China Merchants Bank, Limited	50,000	\$1	all	\$4.80	7 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$10.10, sellers	
COTTON MILLS.—					
Shai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 92, buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	T. 15, buyers	5 1/2 p.c.
International Cotton Manufacturing Co., Ltd.	30,000	Tls. 75	all	Tls. 72, buyers	
Laon Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 71, buyers	
Seoyeh Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 40, buyers	
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 14 1/2, buyers	3 1/2 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$9, buyers	
DOCK AND WHARF.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$77, buyers	4 1/2 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$450	all	\$82 (old), sel.	3 1/2 p.c.
				\$78 (new)	
SHAI DOCK AND ENGINEERING CO., LTD.	55,700	Tls. 100	all	T. 60, buyers	
New Engineering & S. B. Works, Ltd.	160,000	Tls. 5	all	Tls. 9, buyers	
SHAI and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 92, buy.	
Green Island Cement Co., Limited	400,000	\$10	all	\$10.50, sales	6 1/2 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$4	
Hongkong Hotel Company, Limited	20,000	\$50	all	\$105, buyers	4 1/2 p.c.
Hongkong Ice Company, Limited	6,500	\$25	all	\$190	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$31, sellers	4 1/2 p.c.
Hongkong Tramway Co., Ltd.	325,000	0 1/2	all	\$9, sales	
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$415, buyers	5 1/2 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$154, buyers	5 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	4,000	\$250	\$50	\$410, buyers	5 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$25	Tls. 180	5 1/2 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$112, buy. \$911.	
Yangtze Insurance Association Ltd	12,000	\$100	\$60	\$230, g. \$173	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$104, buyers	6 1/2 p.c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$104, sel.	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$72	
Humbro's Estate and Finance Co., Ltd.	150,000	\$10	all	\$61, sellers	6 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$40, buyers	7 1/2 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 107	6 p.c.
West Point Building Co., Limited	12,500	\$50	all	\$80, buyers	
MANUFACTURING.—					
Landhoon exploitatie in Langkat	250,000	Gds. 10	all	Tls. 35, buyers	
Mining.—					
Ural Caspian Oil Corp., Ltd.	1,000,000	\$1	all	\$8.9, sellers	
Chinesisch-Indische M. & Co., Ltd.	1,000,000	\$1	all	\$30	
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1.35	
Trench Mines, Limited	160,000	\$1	all	\$7.7, buyers	7 p.c.
Peak Tramways Co., Limited	60,000	\$10	all	\$10.8, buyers	
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$127, buyers	
London Sugar Refining Co., Limited	7,000	\$100	all	\$37, sellers	
STEAMSHIP COMPANIES.—					
Douglas Steamship Co., Limited	20,000	\$450	all	\$115, buyers	5 p.c.
H'kong, Canton & Macao S. B. Co., Ltd.	80,000	\$15	all	\$201, buyers	4 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$5	all	pref. 55, buy. det. 125, buy.	
Shell Transport & Trading Co., Ltd.	4,047,610	\$1	all	\$7/6	7 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$37 1/2	4 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$28	
Steam Laundry Company, Limited	20,000	\$5	all	\$34, buyers	7 1/2 p.c.
STONES AND DIMENSIONAL.—					
Powell, Wm., Limited	21,000	\$7	all	\$6, sellers	7 1/2 p.c.
Watson & Co., A. S., Limited	30,000	\$10	all	\$6.90, buyers	9 p.c.
Union Waterboat Co., Limited	30,000	\$10	all	\$16, sellers	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1888	Tls. 787,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 11th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.23	30.23	30.24
Temperature	67	66	64
Humidity	70	70	69
Wind Direction	E.N.E.	North	N.N.E.
" Force	1	3	2
Weather	0	0	0
State	0	0	0

H. sheet open at Temperature on 10th .. 63
Lowest open at Temperature on 10th .. 59

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
S. J. STABB
Chief Manager.
Hongkong, 2nd November 1914.



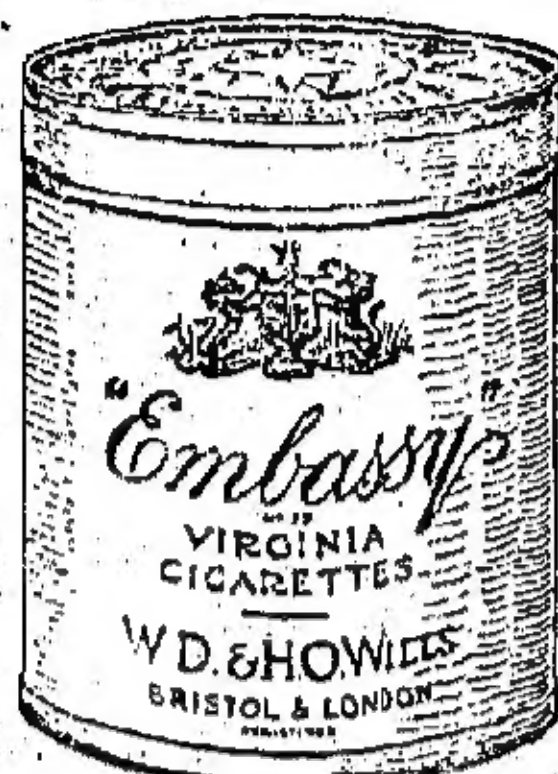
"EMBASSY"

No. 77

(HAND-MADE VIRGINIA CIGARETTES)

THE CONNOISSEURS FAVOURITE

SAVE YOUR COUPONS



BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$16,000,000

Reserve Funds:—

Sterling ... \$2,150,000, at \$15,000,000

Silver ... \$19,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

HON. MR. D. LINDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODWELL, Esq. P. H. HOLYOAK, Esq.

G. T. M. EDWARDS, Esq. J. A. PLUMMER, Esq.

C. S. GIBBY, Esq. Hon. Mr. E. SHELTON.

CHIEF MANAGERS:—

Hongkong—N. J. STABB.

MANAGER:—

Shanghai—A. G. STEPHEN.

LONDON BANKERS:—

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 3 months, 3 1/2 per cent. per annum.

" 6 " 4 " "

" 12 " 4 " "

N. J. STABB, Chief Manager.

Hongkong, 11th November, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—Wall Street, New York.

LONDON OFFICE:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$2,500,000

RESERVE FUNDS ... \$2,500,000

(Gold) \$7,450,000

ALL kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received at rates

to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 1st July, 1915.

81

THE BANK OF CHINA.

GOVERNMENT BANK

(SPECIALLY AUTHORIZED BY PRESIDENTIAL

MANDATE OF 15TH APRIL, 1912.)

Authorized Capital ... \$50,000,000

PAID-UP CAPITAL ... \$10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: Nanking, Chinkiang, Yangchow,

Wunshui, Wuhu, Anching, Tientsin,

Shanghai, Soochow, Hankow, Shashi,

Iohang, Nanchang, Tientsin, Peking,

Tongshan, Luentsien, Tsinghsien, Hsing-

hai, Hangchow, Wenchow, Shaochin,

Chiahsin, Lanchi, Huechow, Ningpo,

Kaiping, Changteh, Sinyang, Lohu,

Chowkou, Tsinghai, Chongtun, Tientsin,

Linchow, Lintung, Tientsin, Kihai,

Huiming, Chafu, Tsingtao, TARTARAN: